

Account
of Cash
SATURDAY, 1st Aug. 08.
(until further notice)
On all MILLINERY GOODS.
Smart Selection of RIVER and
TRAVELLING HATS.
M. GAINS,
COURT MILLINER,
HOTEL MANSIONS
(3rd Floor), HONGKONG.
(over Messrs. Kruze & Co.)

The China Mail.

ESTABLISHED 1846

No. 14,151.

號九十月八年八零百九千一英

HONGKONG, WEDNESDAY, AUGUST 19, 1908

日三十月七年申庚

PRICE, \$3.00 Per Month.

25 percent Discount
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(until further notice)
On all MILLINERY GOODS.
Smart Selection of RIVER and
TRAVELLING HATS.
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Quantity of the ABOVE in all Sizes
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Hongkong, July 30, 1908. 1063

HONGKONG ICE COMPANY,
LIMITED.
NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association
the General Managers have this day
declared an INTERIM DIVIDEND for the
Half-Year ended 30th June, 1908, of
FOUR DOLLARS per Share.
DIVIDEND WARRANTS may be ob-
tained on application at the Office of the
Company on and after MONDAY, 24th
instant.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 19th inst.
to 22nd instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, August 15, 1908. 1133

BY APPOINTMENT
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Hongkong, Dec. 20, 1907. 1049

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Hongkong, October 20, 1907. 1708

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
22nd day of August, 1908, at Noon, for
the purpose of receiving the Report of the
Board of Directors together with a State-
ment of Accounts to 30th June, 1908.
By Order of the Board of Directors.
J. R. M. SMITH,
Chief Manager.
Hongkong, August 1, 1908. 1077

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the
22nd day of August, 1908, at Noon, for
the purpose of receiving the Report of the
Board of Directors together with a State-
ment of Accounts to 30th June, 1908.
By Order of the Board of Directors.
J. R. M. SMITH,
Chief Manager.
Hongkong, August 1, 1908. 1078

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS
will be held at the Office of the Company,
Queen's Road Central, Hongkong, on
MONDAY, 24th August, at 12 o'clock
Noon, for the purpose of receiving the
Report of the Directors and the Statement
of Accounts to the 30th June, 1908.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 10th to
the 24th August, both days inclusive.
By Order of the Board of Directors.
T. L. ROSE,
Secretary.
Hongkong, July 24, 1908. 1060

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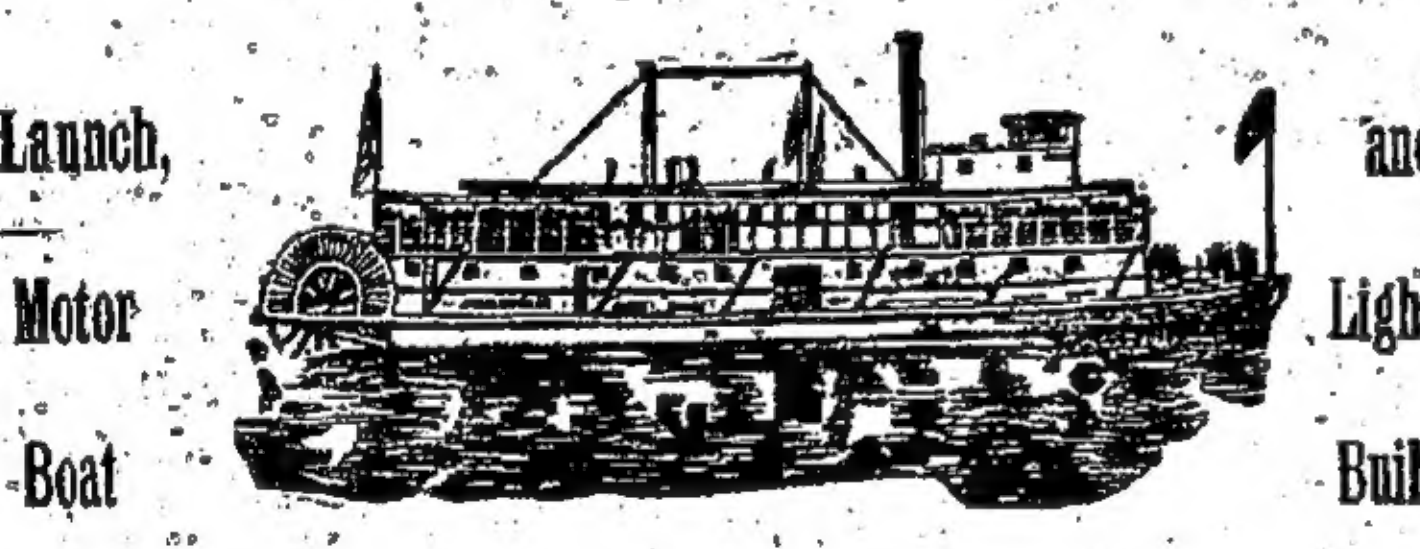
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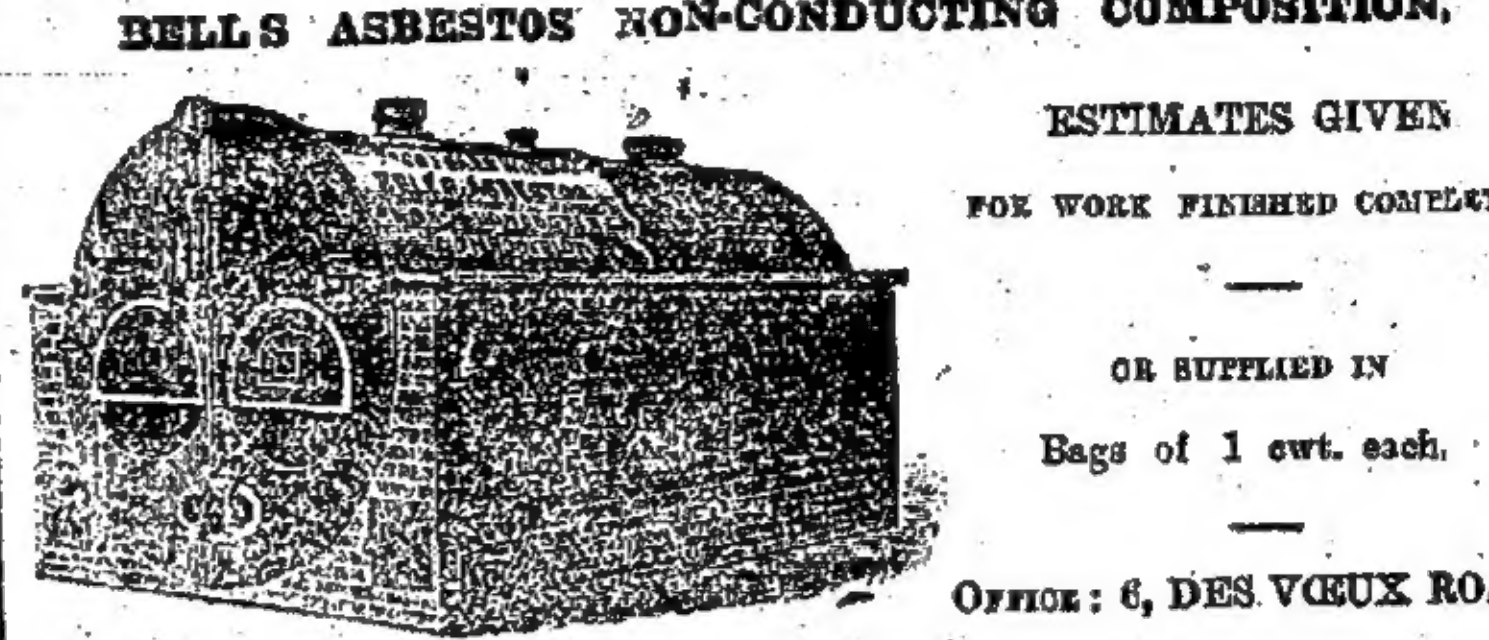
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HONGKONG, February 10, 1908. 328

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SAFE REMEDIES FOR ALLAYING THE IRRITATION.
SUN GLASSES.
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Delicately Perfumed. Half pint bottles, 60 cents.
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STANDARD
VISIBLE TYPEWRITER.
Clean, Simple, Quick, Durable.
HEAVY MANIFOLDER.
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Sole Agents.
Hongkong, December 12, 1907. 136

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UNIVERSAL PROVIDERS,
TAILORS, HATTERS & MERCERS.
ENGLISH AND AMERICAN BOOTS AND SHOES,
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Our Prices are marked in plain figures.
Hongkong, September 23, 1907. 151

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRA.
A. F. DAVIES, Manager.

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ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Winds in
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A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Terms—From \$5 per day. Max. Telephone Add: "Peaceful."
Town Office: 3, DUNDAS STREET.
Hongkong, February 9, 1908. 1

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MR. M. MATTHEW, Proprietor.
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CUTRINE under European Supervision. Cells at short notice. Private Bar and
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PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.

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For the convenience of our clients the Office will also be open on Sunday from 8 to 11 a.m.
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GORDON & CO., General Managers.
Hongkong, June 1, 1908. 131

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THE LEADING BRAND
G.H. MUNN & CO.
REIMS
BY SPECIAL APPOINTMENT TO
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& MACAO.
Hongkong, January 27, 1908.



Shewan Tomes & Co.
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FOR
HONG KONG, CANTON
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BREWER & Co., Limited.
PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.
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A SELECTION OF GOOD BUT CHEAP NOVELS.
35 cents Each or 3 for \$1.00.
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The New Rector, by Stanley Weyman.
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LIQUEUR
ARE THE BEST WHISKIES OBTAINABLE.
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Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
15, QUEEN'S ROAD CENTRAL.
Hongkong, 11th August, 1908.



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HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
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Nos. 47, 49 and 51, CONNAUGHT ROAD CENTRAL.
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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

REMINGTON

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WITH ALL REQUISITES.

SIEMSEN & CO.,

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FOR THE DISINFECTION OF DRAINS, WATER-CLOSETS, LAVA-
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IT IS THE STRONGEST AND MOST POWERFUL.
CABORLIC DISINFECTING FLUID,
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For the Bottoms of Vessels and Boats and for the Coatings of
all Wooden Structures of Wharves and Docks. Penetrates deep
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Price Very Cheap.

New Bicycles ("Humber") \$100 each
REPAIRS UNDERTAKEN.

MOTOR LAUNCHES FOR HIRE from \$2 per hour.

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The Famous Humber Cycles.

DRAGON CYCLE DEPOT,

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Hongkong, March 3, 1908.

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The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
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Safest and most
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EMERY GLASS BLACK
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WELLINGTON-KNIFE POLISH

JOHN O'KEY & SONS LIMITED, WELLINGTON-KNIFE POLISH

Intimations.

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H. OISHI,

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HONGKONG.

Hongkong, August 3, 1908.



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VAN

HOUTEN'S

THE COCOA

THE CHILDREN

ENJOY.



And one little boy had more.

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PERTY OF THE CANTON CONDI-
TION HOUSE COMPANY, is hereby
advertised for sale until the 10th of
September next. Tenders to be sent to
the Secretary.

L. ALBERT.

Canton, August 10, 1908.

FOR SALE.

CRUISING YACHT, CHINESE
RIG, 100 tons, 1000 sq. ft. deck,
Cabin Decked.

Equipped with complete cooking
apparatus, complete laundry, washstand,
No. 150 gal. tank just installed.
Electric Light throughout. English An-
chors and Cable.

Available complete, and tent for camping
on shore.

MOTOR DINGHY, carries 6 persons
and 200 lbs. weight.

Whole outfit ready for immediate use.
Owners selling only to purchase larger
craft.

For further particulars, apply
SECRETARY, PHOENIX CLUB,
Hongkong, June 16, 1908.

A FLEET FOR THE RESTO-
RATION OF THE INFANTRY
SPIRIT.

Our military critics are all agreed that
the tactical training of our infantry for war
has greatly improved of late years. The
authorities who are responsible for this
improvement have earned the gratitude of
the army and the nation. In one respect,
however, this training compares unfavour-
ably with that of our cavalry, and artillery;
i.e., in the absence of any attempt to
stimulate the moral of officers and men—
Napoleon said down that "moral is to
physical as three to one." Are our num-
bers so overwhelming that we can afford to
neglect this ratio? Are our officers and
men so thoroughly imbued with military
virtues on joining that they need no en-
couragement to strive after high ideals?

The answer in both cases is in the negative.
A study of our infantry training manuals
("Infantry Training and Combined Train-
ing 1903") would lead one to believe that
our officers and men are mere machines
without hearts and souls capable of re-
sponding to high ideals. There is no appeal
to the better side of a man's nature, to his
sense of duty and honour, and no attempt
is made to awaken and stimulate this sense.

Yet the British soldier of to-day is by no
means devoid of feeling; and it is by an
appeal to their hearts that men are roused
to do great things. Such an omission is
contrary to the teaching of the great
masters, Napoleon and Nelson, and to the
doctrines in vogue in Germany and Japan
at the present day. Is this as it should
be? A conviction to the contrary has
forced the writer to take up his pen in the
hope of drawing attention to what he
considers to be

A NATIONAL DANGER.

Let us examine the situation. The
ranks of our infantry are not composed of
the nation; they can, in fact, hardly be
called an average sample of our manhood.
The majority are drawn from a class whose
whole life is one prolonged struggle for
existence. Brought up under these condi-
tions, they are from their earliest youth up
saturated with the spirit of self-preservation.
Patriotism, duty, and self-sacrifice are
things unknown to the majority of them.
Our national schools, alas! teach
not Bushido. This being so, should our
military training neglect any means where-
by the moral of our recruits may be im-
proved, the spirit of self-preservation be-
ing supplanted by

THE HIGHEST IDEALS OF PATRIOTISM?

In Germany and Japan, where the ranks
contain a large proportion of the pick of
the nation's manhood, moral goes hand in
hand with physical training. Such moral
training as our men get is given by com-
pany officers when lecturing at company
training; this, however, seldom rises above
the encouragement of esprit-de-corps. The
training manuals make no mention of
patriotism and the necessity of sacrificing
individual interests to the common weal.

Though the following excellent passage
closes the paragraph in Combined Training,
1903, dealing with the infantry assault—
"pressing forward with the
utmost vigour and resolution, regardless of
losses, rush the position"—yet no mention
is made elsewhere of the necessity of adopt-
ing this resolute offensive at other stages of
the attack. In fact, the manual leaves one
with the impression that "cover" is of
more importance than "pressing forward"
with the utmost vigour and resolution; and
that battles are to be won by establish-
ing a superiority of fire at 600 or 600
yards' range rather than by "rushing the
position regardless of losses." Excepting
the above-quoted passage they inculcate no
spirit of "no on at all costs," which is so
necessary (not only in the assault) to carry
men forward when, exhausted, by a long
advance under fire every bodily instinct
cries "Halt!"

Are battles in future to be won against
good troops by men who are content to lie
behind cover 600 yards away? Most assur-
edly not. The establishment of a superior
fire at effective range—probably nearer 60
than 600 yards—is
"the stepping stone to victory,"
but victory itself will only be achieved by
those who are trained to cross the last
intervening gap, be it 60 or 600 yards,
e.g., Wagon Hill. Little is said in our
training manuals, however, of the spirit of
determination to close with the enemy
with which troops must be imbued in order
to win victories. The assault, in fact,
mentioned, but nearly always with the
suggestion that it may fail—e.g., "if the
assault succeeds"—after the assault, if
successful, "the combat is always pre-
sent. Is this the way to imbue troops
with the spirit of victory? Is this the
kind of training which carried the stormers
up the breaches at Badajoz, or snatched
victory from defeat at Albuera? Such
teaching could not have produced the men
with which, at the beginning of the war in
South Africa, our infantry stormed Talaia
Hill, the kopjes at Elandsburg, and the
breaches of Spionkop. This doubting spirit
grew up as the war progressed. Originat-
ing through fear of an outburst in the Press
as a "useless" sacrifice of life, it gradually
spread downwards through all ranks
until it exercised a very detrimental effect
on the offensive spirit of the infantry. In
the words of a German critic, "British
commanders in South Africa more than
once let well-nigh natural success slip from
their grasp through being over-awed by
their men's lives," and because they did not
"take all the last three miles of the
line of the right wing in the balance."
To such an extent has this half-hearted
teaching been carried in some commands
that troops when, meeting the enemy

consider they have performed their task
once they have got within 600 yards of the
enemy's position. The crux of the whole
thing, the advance from 600 yards onwards
and the assault, is seldom practised.

Not very long ago it was
THE PROUD TRADITION OF THE BRITISH
INFANTRY

that they knew not when they were beaten.
The spirit of our present training can
hardly be said to be in keeping with this
tradition of a glorious past. In a pedantic
case to try and make field days reproduce
the conditions of the battlefield, umpires
are made to represent bullets. A battle
without a ball. What is the result?

Numbers are the predominating factor.
Infantry are always being checked in the
attack by umpires who say the advanced
can't go on, as the enemy—represented by
flags or dummies—is in equal or superior
force, or because the troops are exposed
to hostile artillery fire. Surely this is false
teaching. When real bullets are flying the
fire always appears to be hotter than it
really is—one is very apt to exaggerate the
intensity of the fire, and therefore to over-
estimate the strength of the opposing force.

This being so, troops who in peace-time are
taught that it is difficult to advance in the
face of equal or superior forces when the fire
becomes hot and the exaggeration tendency
comes into play will be nervous to try to ad-
vance. Besides, the result of continually
checking the advance of infantry are that
men lose confidence in their leaders, and
the leaders lose confidence in themselves,
and begin to hesitate and doubt just at the
time when they should act on their own
initiative quickly and boldly. As regards
the effect of artillery fire, why should in-
fantry be taught to be frightened of guns?
Artillery has great moral effect; no one
denies that. Why increase this moral effect
by teaching men to be afraid? To appre-
ciate its actual effect it is instructive
to study (1) the casualty statistics of the
war in Manchuria; (2) the history of the
latter half of the war in South Africa
where Boers without guns continually gained
tactical successes over our own troops with
guns. In Manchuria the casualties caused
by guns to those caused by rifles was as
one to eight.

If then, we are to teach the doctrine of
fear should we not rather teach our gun-
ners to fear infantry? In the writer's
opinion, the more scientific gunnery be-
comes, and the more the gunners adopt in-
direct methods of fire, the less have in-
fantry to fear exposure so long as they
are on the move in a rational formation.
The secret of the Boer successes referred
to above lay in their rapid advance to close
quarters whilst subjecting the enemy to a
continuous and well-directed rifle fire.
Surely, therefore, instead of stopping our
infantry when exposed to fire in the open,
the true teaching would be to hasten their
advance. Similarly how often one hears
the word "impossible" applied on field-
days to an infantry attack carried out
across the open. Where would the
British Empire be to-day but for the
"impossible" in war—Agincourt, Quebec,
Minden, Assaye, and dozens more? What
would a modern army say to the Assaye
manoeuvre carried out on a field-day?
Numbers are not everything. The "im-
possible" is what succeeds in war, provided
officers and men are trained in peace-time
to go on at all costs and not to be contin-
ually wondering if they can go on.

THE KEYNOTE OF ALL TRAINING SHOULD
BE VICTORY.

Officers and men must be taught that
casualties are unavoidable, but that in spite
of losses they must keep on going; that so
long as victory is hanging in the balance,
they have no choice but to go on and win.
They must be taught to be "thirsting to be
shot," and in war we are much more
likely to develop a fondness for cover
than we are to take pleasure in risking our
skins in the open. The first is human
nature; the latter must be obtained by
strict discipline and high moral. Yet we
teach the former and neglect the latter.
Let me give some quotations from the or-
ders of General Oku. He should be
quoted in every barracks-room.

The secret of victory lies in the bravery,
energy, tenacity, and endurance with
which the troops seek to attain the object
in view. Officers must clearly explain to
their men that every moment of delay or
hesitation involves heavier losses, whilst it
is only by dash and energy that these
losses can be minimised. Regardless of
all difficulties and dangers, therefore, we
must push steadily onward until our object
has been obtained.

The essence of strict discipline is only
obtained when relations of the most
implicit confidence are established be-
tween officers and men. One of my first
requests to all my officers is, therefore,
that they should make it their duty to
distinguish themselves in the presence of
the enemy. Soldiers who think only of
themselves are ignorant of the elements of
the art of war. In no case whatever must
arms or ammunition be surrendered to the
enemy. If it is found impossible to get
them away they must be destroyed, even at
the risk of a soldier's life.

In addition, let me also quote from
"Lessons to be learnt from the war in
Manchuria," by a German critic already
mentioned in connection with the war in
South Africa.

Reckless indifference to death and a
firm conviction of the possibility of

"Imagine a cricket or football team
trained on these lines—viz., that in the
event of their suffering one or two casual-
ties in the field they must retire beaten,
as it is impossible for nine or ten men to
play against eleven. Yet this is the system
on which we train our men for war of all
kinds. A battalion of the Japanese 41st
Regiment, at Heikouai, in an advance
across the open, no cover being available
except a few graves, poorly supported by
artillery, suffered the following casualties:
From shell-fire, 3; from rifle and machine
guns, 91; total, 94. During rushes, 18
during rush, 76; total, 94.

(Continued on Page 3.)

Intimations.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AS AT 31st DECEMBER, 1907,
£18,114,624.

Authorized Capital £2,000,000
Subscribed Capital £2,750,000
Paid-up Capital £887,500 0 0

Fire Fund £3,055,374 15 7
Life & Accident Fund £14,515,845 10 3
Sinking Fund Account £5,907 5 3

Revenue Fire Branch £2,280,652 13 7
Life & Accident £1,847,254 18 4
Sinking Fund Account £,282 5 6

£4,128,159 16 11
The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.

SHEWAN, TOMES & CO.,
Agents.

HOW TO DO MORE BUSINESS.

MANY AMERICANS have built up
great commercial enterprises, by the
use of Trade-mark items supplied by our
CLIPPING BUREAU. Chinese mer-
chants can do the same if they follow
American methods.

We clip business news from more than
20,000 papers monthly, and send these
clippings to you while there is good pros-
pect of supplying what is needed and doing
business.

We can send you news and clippings on
any line of business, or any subject, and
you will be able to know, IN TRUTH, just
what American business methods are like,
and where there are openings for Chinese
merchants.

Suppose, for instance, you are a maker
of Pottery; our Clipping Bureau might
find in some paper an item saying that a
big wholesale Pottery concern was being
organized in a certain town;—we, of
course, would send you that business news,
and show you a chance to do business
with that firm.

We can do just the same in any line of
business, for there is always something
being done that it might pay Chinese mer-
chants to know.

We can supply you with advertisements
of all the great American merchants and
manufacturers, so that you may assimilate
their ideas and increase your business in
China the way we do here.

To avoid delay, send ten dollars (Mex.)
for one month's trial order. Subsequent
rates can be determined according to service.
It won't cost you money to send for our
free book which tells all about our service,
and how much it costs. Send for it to-
day.

Consular references.
INTERNATIONAL PRESS CLIPPING
BUREAU,
DEARBORN STREET, CHICAGO, ILL.
U.S.A.

Hongkong, September 24, 1907. 1337

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAY.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.15 p.m. Every 15 minutes.
12.15 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.

SUNDAY.

Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement to the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers. 1691

HOMOGENEOUS

NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF
PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

BEST MILK IN THE MARKET

FOR
INFANTS AND INVALIDS

Apply to
Messrs. FARRELL & LISAUGHY,
Hongkong, August 23, 1907. 1369

TO LET.

DEACONSFIELD ARCADE, Fine
D. Offices and Dwelling Rooms.
15, Queen's Road Central, Top Floor
Over Ballroom, Macgregor & Co.
BELLIS TERRACE HOUSES, 26
SEASIDE ROAD.
GLENWOOD, OAKY ROAD, suitable for
Boarding House or Club, contains 26
Rooms.
OFFICES in QUEEN'S ROAD CENTRAL,
No. 2, DES VOEUX VILLAS, Peak
OFFICES in BAYVIEW, Robinson Road,
Zoo, on Lease.
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Messrs. FARRELL & LISAUGHY,
Hongkong, August 23, 1907. 1369

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Zoo, on Lease.
Apply to
Messrs. FARRELL & LISAUGHY,
Hongkong, August 23, 190

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...\$15,000,000
RESERVE FUNDS...
Sterling...\$15,000,000
Silver...\$15,000,000
RESERVE LIABILITY OF...\$15,000,000
PROFITABLE...

COURT OF DIRECTORS:
E. SHILLON Esq., Chairman.
Hon. Mr. W. J. GIBSON—Deputy Chairman.
E. G. Barrett Esq., W. Holden Esq.,
O. G. R. Broderick Esq., R. Shaw Esq.,
G. Friedman Esq., Hon. Mr. H. A. W. Slade,
O. S. Gabbay Esq., H. E. Tomkins Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS: LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 1/2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.
Hongkong, August 1, 1908.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG & SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH, Chief Manager.
Hongkong, January 12, 1907.

THE HONGKONG & SHANGHAI BANKING CORPORATION, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL...\$21,200,000
RESERVE FUNDS...\$21,525,000
RESERVE LIABILITY OF...\$21,200,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.

JOHN ARMISTEAD, Manager.
Hongkong, May 13, 1908.

THE MERCHANTS BANK OF INDIA, LIMITED.

PAID-UP CAPITAL...\$1,500,000
RESERVE FUNDS...\$1,125,000
RESERVE LIABILITY OF...\$1,500,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the daily balance.

ON FIXED DEPOSITS:
For 12 months 4 1/2 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.

EVAN ARMISTEAD, Manager.
Hongkong, April 23, 1908.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1860.

PAID-UP CAPITAL...Yen 24,000,000
RESERVE FUNDS...Yen 15,120,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS:
TOKYO, KOREA, NAGASAKI, SHANGHAI, HANKOW, HONGKONG, PEKING, TIENTSIN, MANCHURIA, SINGAPORE, CANTON, HANKOW, HONGKONG, PEKING, TIENTSIN, MANCHURIA, SINGAPORE, CANTON.

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For 3 months 2 1/2 per cent. per annum.

TAKEO TAKAMICHI, Manager.
Hongkong, March 6, 1908.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

PAID-UP CAPITAL...Yen 5,000,000
RESERVE FUNDS...Yen 980,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
TOKYO, KOREA, NAGASAKI, SHANGHAI, HANKOW, HONGKONG, PEKING, TIENTSIN, MANCHURIA, SINGAPORE, CANTON, HANKOW, HONGKONG, PEKING, TIENTSIN, MANCHURIA, SINGAPORE, CANTON.

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For 3 months 2 1/2 per cent. per annum.

TAKEO TAKAMICHI, Manager.
Hongkong, March 6, 1908.

Banks.

INTERNATIONAL BANKING CORPORATION.

PAID-UP CAPITAL...\$25,000,000
RESERVE FUNDS...\$25,000,000
RESERVE LIABILITY OF...\$25,000,000
PROFITABLE...

COURT OF DIRECTORS:
E. SHILLON Esq., Chairman.
Hon. Mr. W. J. GIBSON—Deputy Chairman.
E. G. Barrett Esq., W. Holden Esq.,
O. G. R. Broderick Esq., R. Shaw Esq.,
G. Friedman Esq., Hon. Mr. H. A. W. Slade,
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For 6 months 3 per cent. per annum.
For 12 months 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.
Hongkong, August 1, 1908.

HONGKONG SAVINGS BANK.

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INTEREST on deposits is allowed at 2 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG & SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH, Chief Manager.
Hongkong, January 12, 1907.

THE HONGKONG & SHANGHAI BANKING CORPORATION, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE: LONDON.

PAID-UP CAPITAL...\$21,200,000
RESERVE FUNDS...\$21,525,000
RESERVE LIABILITY OF...\$21,200,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.
For 6 months 3 1/2 per cent. per annum.
For 3 months 2 1/2 per cent. per annum.

JOHN ARMISTEAD, Manager.
Hongkong, May 13, 1908.

THE MERCHANTS BANK OF INDIA, LIMITED.

PAID-UP CAPITAL...\$1,500,000
RESERVE FUNDS...\$1,125,000
RESERVE LIABILITY OF...\$1,500,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the daily balance.

ON FIXED DEPOSITS:
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For 3 months 2 1/2 per cent. per annum.

EVAN ARMISTEAD, Manager.
Hongkong, April 23, 1908.

YOKOHAMA SPECIE BANK.

ESTABLISHED 1860.

PAID-UP CAPITAL...Yen 24,000,000
RESERVE FUNDS...Yen 15,120,000

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TAKEO TAKAMICHI, Manager.
Hongkong, March 6, 1908.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

PAID-UP CAPITAL...Yen 5,000,000
RESERVE FUNDS...Yen 980,000

HEAD OFFICE: TAIPEI, FORMOSA.

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TAKEO TAKAMICHI, Manager.
Hongkong, March 6, 1908.

GEO. P. LAMBERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY, the 20th August, 1908, commencing at 2.45 P.M., at No. 4, ROBINSON ROAD, Kowloon, (Top Floor) above Messrs. Weimann, Ltd.,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.

On view from Wednesday afternoon, the 18th Aug. 1908.

on MONDAY, the 24th August, 1908, commencing at 2.30 P.M., at the SALE ROOMS, DUNDRELL STREET, —

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.

On view from Saturday, the 22nd Aug. 1908.

GEO. P. LAMBERT, Auctioneer.

A QUANTITY OF CROCKERY AND E. P. WARE.

Also 3 COTTAGE PIANOS.

TERMS:—As Customary.

On view from Saturday, the 22nd Aug. 1908.

GEO. P. LAMBERT, Auctioneer.

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Also 3 COTTAGE PIANOS.

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A QUANTITY OF CROCKERY AND E. P. WARE.

Also 3 COTTAGE PIANOS.

TERMS:—As Customary.

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GEO. P. LAMBERT

AUCTIONEER.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY, the 20th August, 1908, commencing at 2.45 P.M., at No. 4, ROBINSON ROAD, Kowloon, (Top Floor) above Messrs. Weimann, Ltd.,

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.

On view from Wednesday afternoon, the 18th Aug. 1908.

on MONDAY, the 24th August, 1908, commencing at 2.30 P.M., at the SALE ROOMS, DUNDRELL STREET, —

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—As Customary.

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On view from Saturday, the 22nd Aug. 1908.

WM. POWELL,

LIMITED.

ALEXANDRA BUILDINGS.**FIRST FLOOR.****MODERN****Art****Furniture.****Wm. POWELL, Ltd.****Hotels.****MACAO HOTEL.****SPECIAL REDUCED SUMMER RATES.**

Per Day...\$ 4.00 to \$ 7.00 according to room selected

Per Week \$5.00 to \$40.00 do.

Per Month \$10.00 to \$100.00 do.

Week ends, Saturday afternoon to Monday morning...\$2.00 to \$10.00.

Two persons occupying one room will be charged a rate and a half only.

Children under 12 Half rates.

SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by CH. CHEONG, for over 20 years chef cook with the late Mr. J. W. Osborne.

Macao, May 13, 1908. 730

BELLE VIEW HOTEL.

TELEPHONE No. 393.

THE RURAL RETREAT OF HONGKONG.**DELIGHTFUL COOL SITUATION.**

Meals a la carte at all hours.

A Military Band will be in attendance on SATURDAY AND SUNDAY, the 22nd and 23rd August.

Partly open Verandah overlooking the Bay.

A FEW ROOMS TO LET.

FRED. E. J. BISHOP, Manager.

Hongkong, August 11, 1908. 498

VICTORIA CINEMATOGRAF.**SPECIAL PROGRAMME:****ENGEL TROUPE****RUSSIAN DANCERS.**

New English Songs.

CHANGE OF PROGRAMME**EVERY SECOND DAY.****Two Performances Nightly.**

7.15 to 9 p.m. and 9.15 to 11.15 p.m.

Tickets can also be obtained at the ROBINSON PIANO CO.

Don't Forget the Address:**DES VOUEX ROAD**

(POTTINGER STREET CORNER).

Hongkong, December 23, 1907. 1798

CARMICHAEL AND CLARKE,**CONSULTING ENGINEERS AND SURVEYORS.**

4, Queen's Building, Hongkong.

6-4, ORANGE ALLEY, SINGAPORE.

Cable Address: CARMICHAEL, HONGKONG.

Codes Used: Scott's 10th Edition; A.B.C. 4th and 5th Editions; Lieber's Standard; Watkins; and A.I. Telephone No. 232.

PATELL & CO.,**SHAMEEN, CANTON.****EXPORT AND IMPORT MERCHANTS****AND****COMMISSION AGENTS.**

Direct Importers of

English, American, German,

French and Australian

PROVISIONS & WINES.**To Keep in Touch****With Home.****BUY A****VICTOR TALKING****MACHINE.****A STOCK OF OVER****200 MACHINES****AND****10,000 RECORDS****TO SELECT FROM.****EASY PAYMENTS****CAN BE ARRANGED.****S. MOUTRIE & CO., LD.****YORK BUILDINGS, CHATER ROAD.**

Hongkong, April 16, 1907.

YORK BUILDINGS, CHATER ROAD.

Hongkong, April 16, 1907.

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YORK BUILDINGS, CHATER ROAD.

Hongkong, April 16, 1907.

THE CITY OF PARIS.**2, PEDDER STREET.****PHONE No. 536.****JUST RECEIVED****A New Consignment****OF****PARIS MODES****and GOWNS.****JOHN & ROBERT HARVEY & CO., LIMITED.****ESTABLISHED 1770.****THE Undersigned have been appointed****SOLE AGENTS in Hongkong and****South China for the above Company's****WEISKIES.****HARVEY'S "SPECIAL" \$14 per Case.****DODWELL & CO.,****Hongkong, August 11, 1908. 111****BIRTH.****WHITE.—On Tuesday, 18th August, at****3, Victoria View, Kowloon, to HENRY G.****WHITE and his wife, a Son.****MARRIAGE.****CHANE-BUCHANAN.—On July 11, at St.****Leonard's, Chesham-Bols, by the Rev. T.****H. Fitzpatrick, Rector, CHARLES SCOWEN,****eldest son of Charles E. CHANE, of Singa-****pore, to EDITH CLAYDE, fifth daughter of****John M. Buchanan, of Bromley, Kent.****DEATH.****HANSEN.—On August 13, 1908, at the****General Hospital, Shanghai, MARIE HAN-****SEN, wife of D. Hansen, I.M. Customs,****aged 63 years.****MEMOS FOR TO-MORROW.****Auctions.****11 a.m.—Auction of Condemned Stores,****at the Government Store, Wanchai.****2.45 p.m.—Auction of Household Furni-****ture, at No. 4, Robinson Road (Top****Floor) above Messrs Weismann, Ltd.,****Kowloon.****General Memoranda.****SATURDAY, August 22:****Noon.—Meeting of The Hongkong and****Shanghai Banking Corporation, at the****City Hall.****SUNDAY, August 23:****Goods per *Forwards* undelivered after****this date subject to rent.****MONDAY, August 24:****Noon.—Meeting of Hongkong & Whan-****gton Dock Co., Ltd., at Co.'s Office.****2.30 p.m.—Auction of Household Furni-****ture, at No. 4, Robinson Road (Top****Floor) above Messrs Weismann, Ltd.,****Kowloon.****Goods per *Forwards* undelivered after****this date subject to rent.****Goods per *Benitiers* undelivered after****this date subject to rent.****Goods per *Chomogashira* undelivered****after this date subject to rent.****NOTICE.****Letters relating to business should be address-****ed to THE MANAGER.****Communications relating to news should be****addressed to THE EDITOR.****Correspondents must forward their names****and addresses with any communications ad-****mitted to the Editor, not for publication but****as evidence of good faith.****All letters for publication should be written****on one side of the paper only.****No anonymous signed communications that****have already appeared in other papers will be****inserted.****Orders for extra copies of the "China Mail"****should be sent before 11 a.m. on the day after****publication. After that time the supply is****limited. Cash 10 cts., Credit 20 cts. per****copy.****Alterations and additions to Advertisements****on Pages 1, 2, 3, 6 and 7, should be sent to our****Office at 5 Wyndham Street not later than 11****a.m. New Advertisements should be sent to****our Office at 8, Queen's Road Central before****3 p.m.****Advertisements and Subscriptions which are****not ordered for a fixed period will be continued****until countermanded.****Telephone Address: "Mail," Hongkong.****Telephone No. 22.****THE CHINA MAIL.****2, PEDDER STREET.****PHONE No. 536.****JUST RECEIVED****A New Consignment****OF****PARIS MODES****and GOWNS.****JOHN & ROBERT HARVEY & CO., LIMITED.****ESTABLISHED 1770.****THE Undersigned have been appointed****SOLE AGENTS in Hongkong and****South China for the above Company's****WEISKIES.****HARVEY'S "SPECIAL" \$14 per Case.****DODWELL & CO.,****Hongkong, August 11, 1908. 111****BIRTH.****WHITE.—On Tuesday, 18th August, at****3, Victoria View, Kowloon, to HENRY G.****WHITE and his wife, a Son.****MARRIAGE.****CHANE-BUCHANAN.—On July 11, at St.****Leonard's, Chesham-Bols, by the Rev. 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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

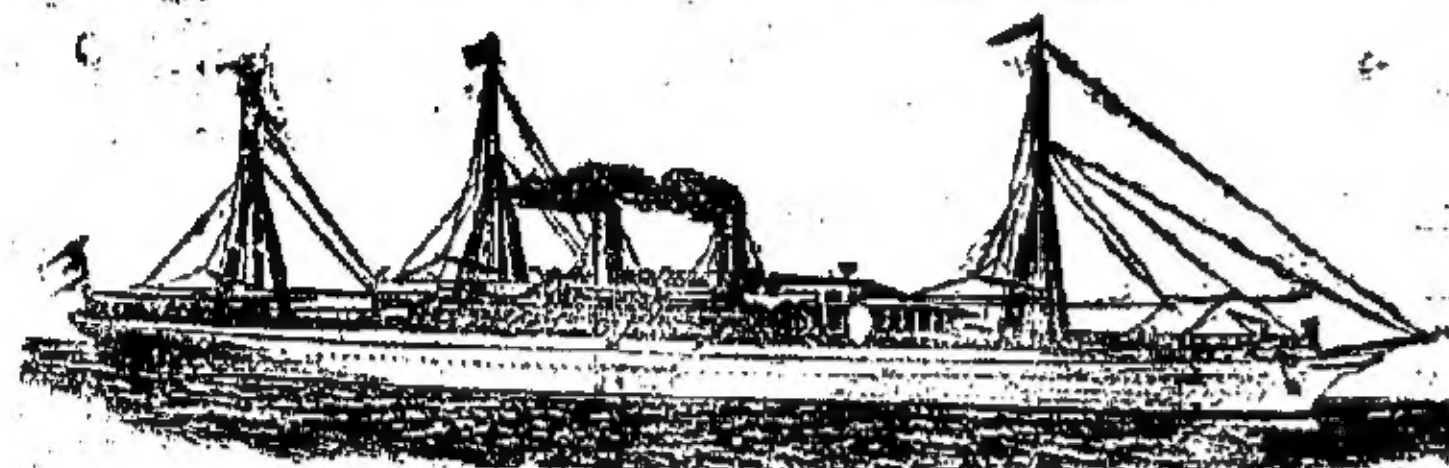
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA	DELTA	27th Aug.	Freight and Passengers.
LONDON, VIA SUEZ, PANAMA, COLON, SAN FRANCISCO, OAKLAND, PORT SAID	DELTA	27th Aug.	Freight and Passengers.
LONDON & ANTWERP, VIA SUEZ, PANAMA, COLON, SAN FRANCISCO, OAKLAND, PORT SAID	DELTA	27th Aug.	Freight and Passengers.
SHANGHAI, MOJI, KOBE, YOKOHAMA	DELTA	27th Aug.	Freight and Passengers.

P. & O. S. N. Co.'s Office.

F. J. ABBOTT, Acting Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only Line that MAINTAINS a Regular Schedule Service of 12 Days across the Pacific is the "EMPERESS LINE." SAVINGS 5 to 10 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPERESS OF JAPAN ... 5000 TONS	SATURDAY, Sept. 5	Sept. 26
EMPERESS OF CHINA ... 5000 TONS	FRIDAY, Sept. 11	Oct. 10
EMPERESS OF INDIA ... 5000 TONS	SATURDAY, Sept. 18	Oct. 17
EMPERESS OF JAPAN ... 5000 TONS	SATURDAY, Oct. 25	Nov. 1
EMPERESS OF CHINA ... 5000 TONS	SATURDAY, Nov. 1	Nov. 28

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports—New York \$71.10, Intermediate on Steamers, \$40.00, and 1st Class Railways, \$42.00.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. MONTEAGLE Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passages, apply to

D. W. CRADDOCK,
General Traffic Agent for China, etc.
Corner PRINCE STREET and FRATE, Opposite Blake Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	ERNEST-SIMONS	GIRARD	Aug. 31, p.m.
MARSEILLES, Via PORTS, YARRA		SELLER	Sept. 1, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	VILLE DE LA CROIX	BARTON	Sept. 14, p.m.
MARSEILLES, Via PORTS, AUSTRALIEN		VERNON	Sept. 18, at 1 p.m.

TRANS SHIPPING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for
CEYLON, BOMBAY and AUSTRALIA, at PORT SAID for the SUEZ, CONSTANTINOPLE
and ALEXANDRIA.

Through Tickets to LONDON, via Paris, from £27.10 to £71.10. 20 hours
railway from MARSEILLES to LONDON. Interpares more passengers on their arrival

TRANSFERRING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for Ceylon, BOMBAY and ADEEN, at PORT SAID for the SUEZ CANAL, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.

For further particulars, apply to

P. NALIN, Acting Agent,
QUEEN'S BUILDING.
Hongkong, April 9, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

Steamer	Tons	Captain	Sailing date, 1908
* KUMERIC	8252	Cowley	Aug. 25, at Noon.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

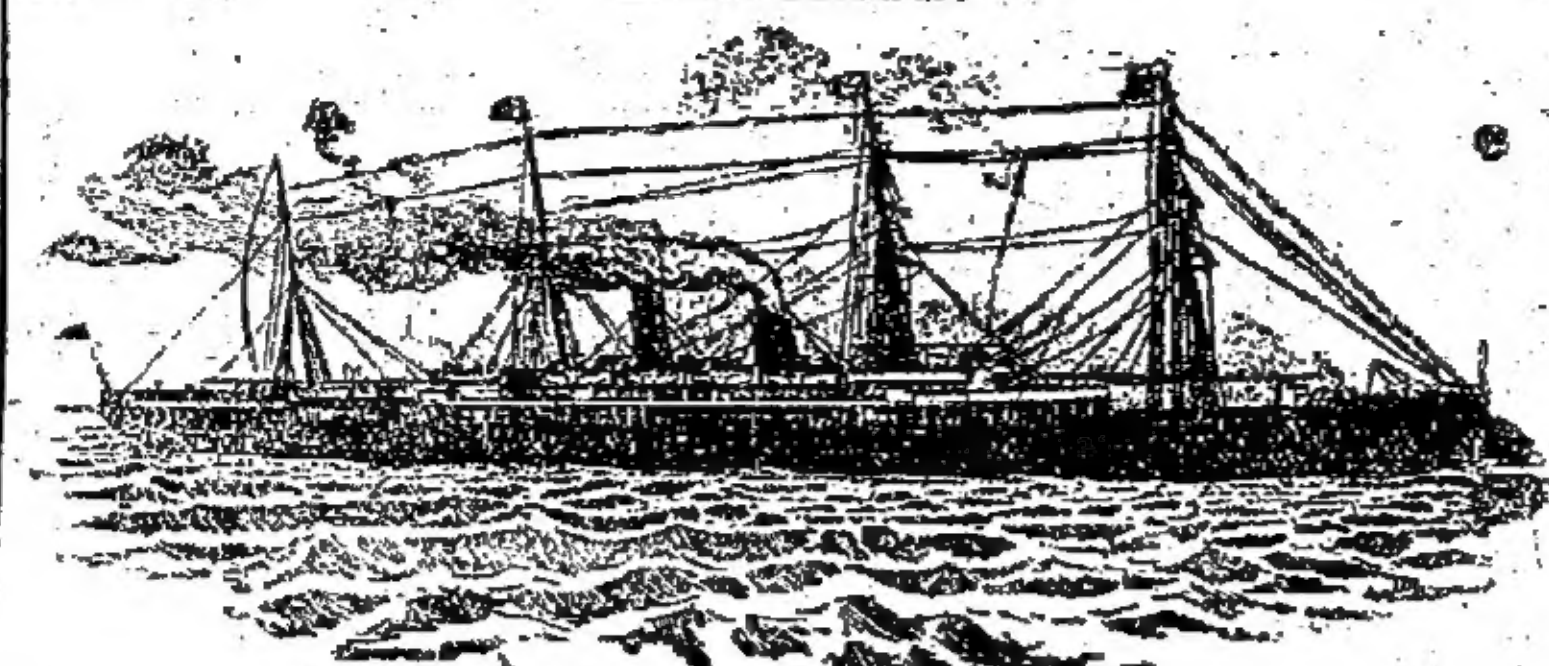
For further information, apply to
Doddwell & Co. Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	SAILING DATES, 1908
* KOREA	18,000 Tons	SATURDAY, 29th Aug., at Daylight
* NIPPON MARU	11,000	FRIDAY, 11th Sept., at Noon
* SIBERIA	18,000	SATURDAY, 19th Sept., at Noon
* CHINA	10,000	SATURDAY, 26th Sept., at Noon
* MANCHURIAN	27,000	SATURDAY, 3rd Oct., at Noon
* HONGKONG MARU	11,000	FRIDAY, 9th Oct., at Noon
* ASIA	9,500	SATURDAY, 17th Oct., at Noon
* MONGOLIA	27,000	SATURDAY, 24th Oct., at Noon
* YEN TO MARU	21,000	TUESDAY, 3rd Nov., at Noon

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1908; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-30th, 1908; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1908, 15 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1908; 10 days, 10 hours and 39 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on SATURDAY, the 29th August, 1908, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, and to South America, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information, apply to the Agents of the Companies, KING'S BUILDING.

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
XINPO & SHANGHAI	YOHOW	August 21, at 4 p.m.
SHANGHAI & OHINGHANG	CHINA	August 23, at 8 a.m.
MANILA & OHINGHANG	YOHOW	August 24, at 4 p.m.
TIENTSIN & OHINGHANG	YOHOW	August 25, at 4 p.m.
MANILA & OHINGHANG	YOHOW	August 26, at 4 p.m.
MANILA & OHINGHANG	YOHOW	August 27, at 4 p.m.
MANILA & OHINGHANG	YOHOW	August 28, at 4 p.m.
MANILA & OHINGHANG	YOHOW	August 29, at 4 p.m.
MANILA & OHINGHANG	YOHOW	August 30, at 4 p.m.
MANILA & OHINGHANG	YOHOW	August 31, at 4 p.m.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Japanese Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
10, NANNY, Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG.

FOR	STEAMERS	TO SAIL
* JOSHIN MARU	TAMUJI, Via SWATOW	SUNDAY, 23rd Aug., at 9 a.m.
* DAIJIN MARU	TAMUJI, Via SWATOW	SUNDAY, 30th Aug., at 10 a.m.

A Reduction of 20% will be made on First and Second Class Fares to Poochow, and further Notice.

* These New Steamers have excellent Accommodation on First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabins Ample, Unfurnished Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage and further information, apply to the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL, 1908.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & HAMBURG	PRINZ REGENT LUITPOLD	WEDNESDAY, 20th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 28th Aug.
MANILA, YAP, NEW GUINEA, SAMARANG, REIDSBURG, SYDNEY AND MELBOURNE	MANILA	THURSDAY, 10th Sept., at 5 p.m.
EUROPE AND BANGALOR	BORNEO	Beginning of September.

For further Particulars, apply to:

Norddeutscher Lloyd,
MILNERS & CO.,
General Agents, Hongkong & China.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* SHANGHAI, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* MANILA, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SINGAPORE, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SHANGHAI, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* MANILA, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SINGAPORE, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SHANGHAI, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* MANILA, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SINGAPORE, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SHANGHAI, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* MANILA, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.
* SINGAPORE, Via SWATOW, CHIPSHING	FRIDAY	Aug. 21, at 4 p.m.

RETURN TOURS TO JAPAN, Occupying 24 days.

The steamers Katsung, Namsang and Loongsang leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 to 8 days in Japan if passengers leave the steamers at Yokohama and rejoin at Kobe.

These vessels are all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

* Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chafco, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Telephone No. 61.

General Managers.

PORTLAND & ASIATIC S.S. CO.

FOR KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO en route to PORTLAND.

ORIGINATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP

Tons

CAPTAIN

To SAIL ON

1908.

NICOEMEDIA

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
in	HONGKONG	from Colombo to	Marseilles	London
DELTA	Aug. 22	MASSACHUSETTS	Sept. 20	Sept. 27
DELHI	Aug. 29	MASSACHUSETTS	Oct. 4	Oct. 11
DELTA	Sept. 5	MASSACHUSETTS	Oct. 11	Oct. 18
DELTA	Sept. 12	MASSACHUSETTS	Oct. 18	Oct. 25
DELTA	Sept. 19	MASSACHUSETTS	Oct. 25	Nov. 1
DELTA	Sept. 26	MASSACHUSETTS	Nov. 1	Nov. 8
DELTA	Oct. 3	MASSACHUSETTS	Nov. 8	Nov. 15
DELTA	Oct. 10	MASSACHUSETTS	Nov. 15	Nov. 22
DELTA	Oct. 17	MASSACHUSETTS	Nov. 22	Nov. 29
DELTA	Oct. 24	MASSACHUSETTS	Nov. 29	Dec. 6
DELTA	Oct. 31	MASSACHUSETTS	Dec. 6	Dec. 13
DELTA	Nov. 7	MASSACHUSETTS	Dec. 13	Dec. 20
DELTA	Nov. 14	MASSACHUSETTS	Dec. 20	Dec. 27
DELTA	Nov. 21	MASSACHUSETTS	Dec. 27	Jan. 3
DELTA	Nov. 28	MASSACHUSETTS	Jan. 3	Jan. 10
DELTA	Dec. 5	MASSACHUSETTS	Jan. 10	Jan. 17
DELTA	Dec. 12	MASSACHUSETTS	Jan. 17	Jan. 24
DELTA	Dec. 19	MASSACHUSETTS	Jan. 24	Jan. 31
DELTA	Dec. 26	MASSACHUSETTS	Jan. 31	Feb. 7
DELTA	Jan. 2	MASSACHUSETTS	Feb. 7	Feb. 14
DELTA	Jan. 9	MASSACHUSETTS	Feb. 14	Feb. 21

Passengers charge steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSFER) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
in	HONGKONG	London
SYRIA	Aug. 22	Oct. 11
SYRIA	Aug. 29	Oct. 18
SYRIA	Sept. 5	Oct. 25
SYRIA	Sept. 12	Nov. 1
SYRIA	Sept. 19	Nov. 8
SYRIA	Sept. 26	Nov. 15
SYRIA	Oct. 3	Nov. 22
SYRIA	Oct. 10	Nov. 29
SYRIA	Oct. 17	Dec. 6
SYRIA	Oct. 24	Dec. 13
SYRIA	Oct. 31	Dec. 20
SYRIA	Nov. 7	Dec. 27
SYRIA	Nov. 14	Jan. 3
SYRIA	Nov. 21	Jan. 10
SYRIA	Nov. 28	Jan. 17
SYRIA	Dec. 5	Jan. 24
SYRIA	Dec. 12	Jan. 31
SYRIA	Dec. 19	Feb. 7
SYRIA	Dec. 26	Feb. 14
SYRIA	Jan. 2	Feb. 21
SYRIA	Jan. 9	Feb. 28

These steamers call also at Singapore, Penang, Colombo, and a Malta or Ma.

Carry 1st and 2nd Saloon Passengers. + Carry only First Saloon Passengers.

For further particulars, apply to

F. J. ABBOTT, Acting Superintendent.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, SINGAPORE, HONGKONG, CHINWANTAO, (PEKING, TIENTSIN), KOBE, YOKOHAMA, OSAKA, HONOLULU, 30 days. Return to Hongkong in 28 days. Unique opportunity to make a Tour in North-China and Japan with first class, safety and comfort.

TRANS-PACIFIC: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO, Connecting with Canadian Pacific Railway.

Freight to Overland: Via Vancouver Passengers to Overland and Europe: Via Vancouver

Yokohama, Vancouver 13 days. YOKOHAMA-LONDON & PARIS 26 days. HONOLULU-MEXICO, RIVER PLATE, BRAZIL, LA PALICE

Magellan Straits LIVERPOOL.

Proposed Sailings: CEYLON, 26th November. AMIRAL OLRY, 12th Oct. CORSE, 11th January.

New Twin Screw, 16,000 Tons displacement, 1st Class accommodation, splendidly equipped with single berth cabins.

Intermediate Class and Rates of Passage All Round the World Ticket by these boats.

For further particulars, apply to

P. NALIN, Acting Agent, FRENCH MAIL OFFICE.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.-Saloon and staterooms.-Electric Light-Perfect Cuisine.-Surgeons and Stewards on board.-All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	Manila	Saturday, Aug. 22, at Noon.
RUBI	2540	R. W. Almond	Manila	Aug. 29, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG, NEW YORK & BOSTON

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON, VIA PORTS AND SUKZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

STEAMSHIP TO SUEZ

INDRAMAYO, 19th September, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, August 18, 1908.

NOTICES TO CONSIGNEES.

MOSUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP MADOFF.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst., will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., 1908, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODDVEILL & Co., Ltd., Agents.

Hongkong, August 18, 1908. 1142

NOTICE TO CONSIGNEES.

STEAMER AUSTRALIAN.

COMPAGNIE DES MESSEAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Dore & Medor from HAYRE ex s.s. Dore & Medor.

P. Levy Letter, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon, to-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after MONDAY, the 24th August, at noon, will be subject to sale and landing charges.

All Claims must be sent in to me on or before the 24th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 24th August, at 3 p.m. No Fire Insurance has been effected.

P. NALIN, Acting Agent.

Hongkong, August 17, 1908. 1135

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamer BREITLINGER, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of August, will be subject to sale.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 19th of August, at 3 p.m.

All claims must reach us before the 23rd of August, 1908, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBURN & CO., Agents.

Hongkong, August 18, 1908. 1122

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER PALMA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be landed here on instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 p.m., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, August 18, 1908. 1121

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

\$17 per Annum (including Postage) Ten Cents a Mail.

8, Queen's Road Central.

A PLEA FOR THE RESTORATION OF THE INFANTRY SPIRIT.

(Continued from Page 2.)

A DEGENERATE RACE?

What, then, should be done to remedy this state of affairs? The nation must throw off its present cloak of false sentiment and face facts. It must be taught to realize that (a) true patriotism, the sacrifice of the individual to the welfare of the state, is the keynote of success in national affairs; (b) that resistance unto death condemns all military mistakes, but that surrender is unpardonable; (c) that victory can only be achieved by hard fighting, that hard fighting means heavy losses, but that the lives of individual officers and men are nothing when weighed against the chances of victory. If the nation at large, our womenfolk especially, are imbued with such truths, then our officers and men, will, on joining, be already in possession of high military virtues. It remains for the officers and men of the Regular Army to set an example to the nation in patriotism and self-sacrifice. Let our military authorities therefore teach officers and men that success is only achieved by high moral courage, and a grim determination to go on at all costs, and that

FAILURE MEANS DISHONOR WORSE THAN DEATH.

In the words of the great Napoleon, "The first consideration with a general who offers battle should be the glory and honor of his men is only second; but it is in the enterprise and courage resulting from the former that the latter will most assuredly be found. Let our troops be trained in peace to do that which they will be called upon to do in war, viz., press the struggle home to the bitter end and achieve victory at the point of the bayonet. Let our moral be improved by the restoration of our national colors to their time-honoured position, or better still, let them be replaced by company battle flags, facsimiles of the present regimental colour, but smaller in size and mounted on a short staff; the company flag to be kept in the barracks and the rest of company flag-bearer to be reserved as a mark of the highest honour. The present King's colour might become the O. O. S. flag. Let our officers resume their swords and their swords their honour and prestige in the eyes of the world. Let the obnoxious words "impossible" and "surrender" be eliminated once more from the soldier's vocabulary. In short, let the authorities encourage the revival of our old-unconquerable Infantry spirit.

Before long the nation and the army may be put to the crucial test. Our future opponents are (and have been for more than a generation) taught that we stand between them and the sun. When the day of action comes this deadly hatred will be a great asset in their favour. We must therefore, since it is against our nature to hate any one outside our own Empire, do all we can to stimulate a spirit of true patriotism amongst our own people, lest we be found wanting in the day of trial. Numbers are against us. Skill, backed by high moral, will give us the victory. Let us prove ourselves worthy descendants of our forefathers by following the example set us by Henry V., Drake, Nelson, Wolfe, Wellington, and the other heroes of our race.

D. S. O. in the National Review.

DOMESTIC.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRIC AND LATEST IMPROVED APPLIANCES.

51, QUEEN'S ROAD CENTRAL.

1329

SIEN TING

Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.

REMINISCENCES OF INTERPORT ORICKET.

By J. A. L.

Reprinted from the "CHINA MAIL" in Pamphlet Form.

To be had at the "CHINA MAIL" Office, 8, Queen's Road Central, Wellington.

Price 50 Cents.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hints for inserting Advertisements and Correspondence to Advertisers.

Advertisements and additions to Advertisements on Pages 3, 6, 7, and 8, should be sent to our Office at 8, Wyndham Street, not later than 11 a.m.

Advertisements on the inside of the front cover of the "CHINA MAIL" should be sent to our Office at 8, Queen's Road Central, not later than 3 p.m.

THE CHINA MAIL, LTD.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital processes of the body. No matter what the causes (for there are all sorts of causes) its symptoms are much the same. There is a general feeling of depression, a loss of energy, a loss of interest in life. Now, what is the remedy? It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system. It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system. It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system.

THERAPION No. 3

is a medicine which is based on a sound knowledge of the human system. It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system. It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRESH.

A new and simple method of restoring the vitality of the human system. It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system. It is to be found in a course of treatment which is simple, but which is based on a sound knowledge of the human system.

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 19th, 1908.

At 100 cents per Dollar Mexican.

Butcher Meat.

Best sirloin & prime cut—Mei Lung Pa... 1.1

Corned—Hain Ngon Yuk... 1.18

Roset—Shiu... 1.16

Beast—Ngon Lam... 1.13

Soup—Tong Yuk... 1.15

Steak—Ngon Yuk Pa... 1.18

Outen Ngon Lau Strick... 1.23

Sausages—Ngon Chang... 1.23

Bullock's Brains—Slow... 1.10

Tongue fresh—Ngon... 1.10

Corned—Hain Ngon Pa... 1.13

